SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

76

TIME TABLE

FOR THE

TUCSON DIVISION

To take Effect Sunday, August 2nd, 1914, at 12:01 a. m.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT. Vice-President and General Manager	G. F. RICHARDSON, Superintendent of Transportation	H. V. PLATT, Assistant General Manager

YUMA SUBDIVISION.

Eastward	FROM SAN FRANCISCO									TIME TABLE		TOWARD SAN FRANCISCO						Westward
Length of sidings within clearance (number of cars), location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS					FIRST CLASS			Distance from San Francisco	No. 76	Distance from Gila	FIRST CLASS			SECOND CLASS			
	242	412	424	244	426	4	102	2		August 2, 1914		3	101	1	243	423	241	425
	Los Angeles Manifest Freight	Freight	Local Freight	San Francisco Manifest Freight	Freight	Golden State Limited	Sunset Limited	Californian				Golden State Limited	Sunset Limited	Californian	San Francisco Manifest Freight	Local Freight	Los Angeles Manifest Freight	Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily
						8.25PM	4.40PM	1.10AM	732.7	NR **YUMA** (No Siding) 0.6	123.0	s 7.55AM	s 3.15PM	s 1.20AM				
Yard WYFTOP	10.55PM	2.20PM	**7.10AM**	**7.00AM**	1.50AM	**8.29**	4.44	**1.15**	733.3	DN-R **PATIO** 3.0	122.4	s 7.48	s 3.08	s **1.15**	11.20AM	5.30PM	**8.24PM**	**6.50AM**
74	11.10	2.42	**7.40**	7.15	2.15	8.35	4.50	f 1.22	736.3	IVALON 3.8	119.4	**7.40**	3.00	f12.57	11.00	5.10	8.00	6.30
74	11.20	**2.54**	8.05	**7.34**	2.26	8.41	**4.56**	f 1.29	740.1	ARABY 6.5	115.6	**7.34**	**2.54**	f12.50	10.44	**4.56**	7.35	6.05
74	11.35	3.15	8.30	7.58	2.50	8.50	5.04	f 1.40	746.6	N BLAISDELL 6.9	109.1	7.24	2.44	f12.40	10.16	4.05	7.10	5.30
74	11.55	**3.35**	9.00	8.20	3.26	9.02	5.16	f 1.53	753.5	D DOME 6.7	102.2	7.11	2.31	f12.30	9.48	**3.35**	6.40	4.50
74	**12.20AM**	3.55	**9.20**	8.40	**4.10**	9.12	5.26	f 2.04	760.2	LIGURTA 7.0	95.5	7.00	2.20	f**12.20**	**9.20**	2.50	6.15	**4.10**
74	12.45	4.20	9.40	**8.57**	4.30	9.21	5.36	f 2.16	767.2	ADONDE 2.8	88.5	6.50	2.10	f12.10	**8.57**	2.25	5.55	3.25
76 PW	1.05	4.35	9.55	9.15	4.55	9.30	**5.44**	s 2.26	770.0	DN WELLTON 6.4	85.7	6.45	**2.05**	f12.04AM	8.40	**2.05**	**5.44**	3.10
74	1.25	**5.00**	10.10	9.30	5.25	9.40	5.53	f **2.38**	776.4	TACNA 7.4	79.3	6.34	1.55	f11.54	8.02	1.35	**5.00**	**2.38**
74	1.40	5.15	10.25	9.45	5.45	9.49	6.03	f 2.48	783.8	COLFRED 4.8	71.9	6.23	1.45	f11.45	7.30	1.12	4.40	2.12
74	**2.00**	5.30	10.35	10.00	**6.16**	9.56	6.09	f 2.55	788.6	PEMBROKE 4.0	67.1	**6.16**	1.37	f11.36	7.08	12.45	4.25	**2.00**
105 P	2.40	**6.16**	11.13	10.15	**6.50**	10.03	**6.16**	f 3.03	792.6	DN MOHAWK 3.3	63.1	6.10	1.30	f11.29	**6.50**	12.30PM	4.10	1.35
74	2.55	6.40	11.45	10.30	7.05	10.09	6.22	f 3.09	795.9	KIM 4.6	59.8	**6.02**	1.22	f11.19	**6.02**	11.45	3.40	12.55
75	**3.17**	7.00	12.05PM	10.50	7.20	f10.15	6.28	f **3.17**	800.5	STOVAL 5.7	55.2	5.55	1.14	f11.10	5.40	11.25	3.25	12.40
72	3.36	7.20	12.37	**11.10**	7.42	10.22	6.35	f 3.26	806.2	MUSINA 5.7	49.5	5.47	1.04	f11.00	5.29	**11.10**	3.05	12.10AM
75	3.48	7.40	**12.54**	11.22	8.00	10.29	6.42	f 3.36	811.9	DN AZTEC 7.8	43.8	5.39	**12.54**	f10.50	5.18	10.15	2.50	11.50
75	4.05	8.00	1.20	11.40	8.25	**10.39**	6.52	f 3.48	819.7	STANWIX 5.2	36.0	5.28	12.42	f**10.39**	5.02	9.45	2.30	11.20
37									824.9	DELOSA (Spur) 1.2	30.8							
East 58 West 55 PWF	**4.35**	8.50	**2.15** 3.00	**12.30PM**	**9.15**	s**10.54**	s 7.05	s 4.05	826.1	DN SENTINEL 7.0	29.6	s 5.15	s**12.30**	s10.28	**4.35**	**9.15**	**2.15**	**10.54**
75	**5.04**	9.20	3.30	12.45	9.59	11.03	7.14	f **4.14**	833.1	TARTRON 6.8	22.6	**5.04**	12.13	f10.10	**4.14**	8.40	1.45	10.25
75	5.20	**10.00**	3.50	12.59	10.30	11.11	7.23	f 4.23	839.9	PIEDRA 5.6	15.8	4.55	12.03PM	f**10.00**	3.51	8.15	1.25	**10.00**
75	5.40	10.40	4.20	**1.11**	11.00	11.18	7.30	f 4.30	845.5	THEBA 4.8	10.2	4.48	11.55	f 9.52	3.39	8.00	**1.11**	9.40
75	6.00	**11.24**	4.38	1.21	11.15	**11.24**	7.36	f **4.41**	850.3	SMURR 5.4	5.4	**4.41**	11.48	f 9.44	3.26	7.45	12.50	9.24
Yard WTFP	6.20AM	12.05AM	5.10PM	1.35PM	**11.35AM**	s11.31PM	s 7.43PM	s 4.50AM	855.7	DN-R **GILA**	0.0	4.25AM	**11.40AM**	9.35PM	3.10AM	7.30AM	12.30PM	9.05PM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arriye Daily	Arrive Daily	Arrive Daily		(123)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily
	(7.25)	(9.45)	(10.00)	(6.35)	(9.45)	(3.06)	(3.03)	(3.40)		Total Time		(3.30)	(3.35)	(3.45)	(9.45)	(10.00)	(7.54)	(8.10)
	16.58	12.55	12.24	18.59	12.55	39.67	40.21	33.54		Average speed per hour		35.14	34.32	32.79	12.55	12.24	15.49	14.98

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

Eastward	FROM SAN FRANCISCO												TOWARD SAN FRANCISCO						Westward
Length of Sidings, within Clearances (Number of Cars), Location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS					FIRST CLASS			Distance from San Francisco		TIME TABLE No. 76 August 2, 1914	Distance from Tucson	FIRST CLASS			SECOND CLASS			
	426	244	242	422	412	4	102	2					3	101	1	241	419	425	243
	Freight	San Francisco Manifest Freight	Los Angeles Manifest Freight	Local Freight	Freight	Golden State Limited	Sunset Limited	Californian					Golden State Limited	Sunset Limited	Californian	Los Angeles Manifest Freight	Local Freight	Freight	San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily
Yard WFTP	**8.20PM**	2.00PM	6.50AM	6.07AM	1.00AM	11.35PM	7.47PM	5.00AM	855.7	Automatic Block Signals	DN-R **GILA** 3.4	128.2	s 4.20AM	s11.34AM	s 9.30PM	12.01PM	6.40PM	**8.20PM**	2.40AM
75	8.35	2.15	7.15	6.17	1.10	11.41	**7.53**	f 5.10	859.1		COLEDON 6.0	124.8	4.13	11.26	f 9.24	11.45	6.25	**7.53**	2.28
75	**9.14**	2.35	7.35	6.40	1.30	11.52	8.04	f 5.25	865.1		BOSQUE 4.0	118.8	4.04	11.16	f **9.14**	11.25	6.10	7.26	2.10
75	9.34	2.55	7.55	7.10	**1.50**	12.02AM	8.13	f 5.42	869.1		OCAPOS 5.5	114.8	3.55	**11.06**	f 9.06	**11.06**	5.50	7.12	**1.50**
84 PY	10.06	3.15	8.30	7.40	2.30	12.16	8.24	f 6.00	874.6		DN ESTRELLA 4.8	109.3	3.45	10.56	f 8.57	10.41	5.30	6.56	1.26
74	10.26	3.30	8.40	8.20	2.40	12.22	8.30	f 6.10	879.4		BUCHAN 4.3	104.5	3.37	10.47	f 8.47	10.10	5.05	6.42	1.08
75	10.40	3.40	8.50	8.35	2.50	12.28	**8.37**	f 6.20	883.7		MOBILE 4.7	100.2	3.31	10.40	f **8.37**	9.50	4.45	6.28	12.50
74	10.55	3.50	9.00	8.50	3.00	**12.34**	8.44	f 6.30	888.4		ENID 4.4	95.5	3.24	10.32	f 8.26	9.30	4.25	6.14	**12.34**
75	11.05	**4.05**	**9.10**	**9.10**	**3.18**	12.40	8.50	f 6.40	892.8		HEATON 5.0	91.1	**3.18**	10.24	f 8.17	**9.10**	**4.05**	6.00	12.18AM
West 69 East 75 WYOP	**11.59**	4.35	**9.35** **10.15**	**9.25** **11.00**	4.50	s12.48 1.00	s 8.58 9.10	s 6.50 7.15	897.8		DN **MARICOPA** 5.1	86.1	s 3.10	s**10.15**	s 8.05 7.45	8.40	3.30 1.50	5.45	**11.59**
73	12.20AM	**4.52**	10.30	11.20	5.10	1.08	9.18	f 7.26	902.9		LIRIM 4.8	81.0	2.44	10.00	f 7.36	8.05	1.30	**4.52**	11.20
83	12.40	5.06	10.45	11.40	5.30	1.15	9.25	f **7.36**	907.7		BON 4.8	76.2	2.36	9.52	f 7.28	**7.36**	1.15	4.30	11.00
74	12.58	5.21	11.00	11.59	5.50	1.22	9.32	f 7.46	912.5		NUNEZ 6.3	71.4	2.28	9.44	f 7.20	6.50	1.00	4.04	10.42
77 PW	**1.31**	5.46	11.20	12.40PM	**6.35**	**1.31**	9.41	s 8.00	918.8		DN CASA GRANDE 4.9	65.1	2.18	9.36	s 7.10	**6.35**	12.40	3.32	10.16
74	**2.09**	6.05	11.35	1.00	7.10	1.38	**9.48**	f 8.10	923.7		ARIZOLA 4.7	60.2	**2.09**	9.28	f 6.59	6.20	12.01PM	3.08	**9.48**
75	2.25	**6.51**	**11.50**	1.20	7.35	1.45	9.54	f 8.19	928.4		TOLTEC 4.7	55.5	2.01	9.21	f **6.51**	6.10	**11.50**	2.41	9.15
75	2.40	7.10	12.05PM	1.35	7.50	**1.53**	10.00	f 8.28	933.1		ELOY 4.4	50.8	**1.53**	9.14	f 6.43	6.00	11.35	2.16	9.00
79 W	3.10	7.30	12.30	**1.48**	8.10	2.05	10.10	f 8.40	937.5		DN PICACHO 6.7	46.4	1.46	9.07	f 6.35	5.50	11.25	**1.48**	8.40
73	3.35	7.50	**1.00**	2.12	**8.58**	2.15	10.21	f **8.58**	944.2		WYMOLA 7.2	39.7	1.37	**8.58**	f 6.25	5.24	11.05	**1.00**	8.25
77 PWF	4.10	**8.10**	1.24	3.00	9.30	2.25	10.32	f 9.10	951.4		DN **RED ROCK** 7.0	32.5	1.27	8.48	f 6.15	4.58	10.45	12.30	**8.10**
74	**4.40**	8.35	1.47	3.25	**10.10**	2.35	10.42	f 9.22	958.4		NAVISKA 3.8	25.5	1.17	8.39	f 6.03	**4.40**	**10.10**	12.01PM	7.48
81	5.00	9.00	2.08	3.40	10.25	2.42	10.48	f 9.29	962.2		MARANA 4.7	21.7	1.12	8.34	f 5.55	4.30	9.58	11.50	7.36
79 W	5.31	9.20	2.30	4.00	10.45	2.50	10.55	f **9.38**	966.9		D RILLITO 5.2	17.0	1.06	8.28	f 5.47	4.18	**9.38**	11.28	7.22
75	5.50	9.50	2.52	4.20	**11.05**	2.58	11.03	f 9.46	972.1		CORTARO 5.3	11.8	12.59	8.20	f 5.38	4.05	9.16	**11.05**	7.06
74 W	6.21	10.10	3.17	4.40	11.25	3.06	11.11	f 9.56	977.4		N JAYNES 3.8	6.5	12.51	8.12	f 5.29	3.50	8.40	10.40	6.50
75	6.40	10.30	3.35	**5.22**	11.40	3.14	11.16	f10.02	981.2		STOCKHAM 1.7	2.7	12.46	8.06	f **5.22**	3.40	8.30	10.24	6.40
						s 3.22* 3.25			982.8		E. P. & S. W. JCT. (No Siding) 1.0	1.0							
Yard WFTOP	7.00AM	10.55PM	3.50PM	5.52PM	11.55AM	**3.30AM**	s11.25PM	s**10.10AM**	983.9		DN-R **TUCSON** (128.2)	0.0	12.40AM	8.00AM	5.15PM	**3.30AM**	8.20AM	**10.10AM**	6.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily
	(10.40) 12.32	(8.55) 14.37	(9.00) 14.22	(11.45) 11.01	(10.55) 11.74	(3.55) 32.73	(3.38) 35.28	(5.10) 24.81			Total Time Average speed per hour		(3.40) 34.96	(3.34) 35.94	(4.15) 30.16	(8.31) 15.05	(10.20) 12.26	(10.10) 12.60	(8.10) 15.69

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*Equipment to E. P. & S. W. at E. P. & S. W. Jct.

TUCSON SUBDIVISION.

Eastward **FROM SAN FRANCISCO**

TOWARD SAN FRANCISCO **Westward**

TIME TABLE

No. 76

August 2, 1914

Length of sidings within clearances (number of Cars), Location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS				FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Lordsburg	FIRST CLASS		SECOND CLASS			
	242 Los Angeles Manifest Freight	**412** Freight	**418** Local Freight	**244** San Francisco Manifest Freight	**102** Sunset Limited	**2** Californian					**101** Sunset Limited	**1** Californian	**425** Freight	**417** Local Freight	**243** San Francisco Manifest Freight	**241** Los Angeles Manifest Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard WFTOP	5.20PM	8.50AM	7.00AM	12.50AM	11.35PM	10.25AM	983.9		DN-R **TUCSON** 0.8	164.4	s 7.40AM	s **5.03**PM	11.10AM	4.30PM	**4.53**PM	2.05AM
									T. & N. R. R. JCT. 3.0							
74	5.35	9.14	**7.30**	1.05	11.42	f10.35	987.7	AUTOMATIC BLOCK SIGNALS	POLVO 3.0	160.6	**7.30**	f 4.56	10.55	4.15	4.40	1.51
75	5.45	9.32	7.40	1.20	11.48	f**10.45**	990.7		WILMOT 3.1	157.6	7.25	f 4.52	**10.45**	4.00	4.30	1.45
75	6.00	9.50	7.50	**1.39**	11.55	f10.55	993.8		RANKIN 4.8	154.5	7.20	f 4.48	10.28	3.40	4.16	**1.39**
75 W	6.35	**10.10**	8.10	1.55	12.03AM	f11.07	998.6		N ESMOND 4.7	149.7	7.11	f 4.41	**10.10**	3.20	3.58	1.25
74	6.55	10.25	8.30	2.15	12.12	f11.20	1003.3		D VAIL 5.2	145.0	7.03	f 4.34	9.38	3.00	3.42	1.12
74	7.15	10.45	**9.05**	2.36	12.24	f11.33	1008.5		IRENE 4.1	139.8	6.50	f 4.22	**9.05**	2.35	3.18	12.50
75 PW	7.50	11.10	10.00	3.12	**12.33**	f11.50	1012.6		D PANTANO 3.5	135.7	6.39	f 4.13	8.48	2.20	3.04	**12.33**
74	8.10	11.25	10.15	3.48	12.41	f11.59	1016.1		BUELL 3.6	132.2	6.30	f 4.05	8.32	1.49	2.49	12.10AM
75	8.28	11.50	10.30	4.10	12.50	f12.09PM	1019.7		AMOLE 3.9	128.6	6.21	f 3.59	8.18	1.37	2.35	11.57
North 74 South 74 Y	8.47	**12.20**PM	10.50	4.25	12.59	f**12.20**	1023.6		DN MESCAL 4.6	124.7	6.12	f 3.53	8.04	1.25	2.20	11.45
74	9.00	**12.35**	11.05	4.40	1.07	f**12.30**	1028.2		CHAMISO 4.4	120.1	6.00	f 3.42	7.50	**12.35** **12.25**	2.03	11.20
Yard WFYTOP	9.20PM	**12.55**PM	**11.20**AM	5.00AM	s 1.17AM	s12.40	1032.6		DN-R **BENSON**	115.7	5.44AM	3.30PM	7.30AM	**12.01**PM	**1.45**PM	10.50PM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(48.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(4.00)	(4.05)	(4.20)	(4.10)	(1.42)	(2.15)			Total Time		(1.56)	(1.33)	(3.40)	(4.29)	(3.08)	(3.15)
	12.17	11.92	11.23	11.68	28.64	21.64			Average speed per hour		25.18	31.42	13.28	10.86	15.54	14.98

Westward trains are superior to trains of the same class in the opposite direction.

TUCSON SUBDIVISION.—(Continued.)

Eastward	FROM SAN FRANCISCO									TIME TABLE No. 76 August 2, 1914		TOWARD SAN FRANCISCO						Westward
Length of sidings within clearances (number of cars), location of Scales, Water, Fuel, Turning and Telephone Stations.	SECOND CLASS					FIRST CLASS		Distance from San Francisco			Distance from Lordsburg	FIRST CLASS		SECOND CLASS				
	416 Local Freight	242 Los Angeles Manifest Freight	412 Freight	418 Local Freight	244 San Francisco Manifest Freight	2 Californian	102 Sunset Limited					101 Sunset Limited	1 Californian	243 San Francisco Manifest Freight	415 Local Freight	241 Los Angeles Manifest Freight	425 Freight	417 Local Freight
	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays
Yard WFYTOP		9.30PM	**1.40**PM	**11.45**AM	5.10AM	12.45PM	1.20AM	1032.6	Automatic Block Signals	DN-R **BENSON** 3.2	115.7	s 5.39AM	s 3.25PM	**1.35**PM		10.30PM	7.20AM	**11.40**AM
74		9.47	1.55	12.01PM	**5.32**	f12.56	1.28	1035.8		FENNER 2.7	112.5	**5.32**	f 3.19	1.20		10.20	7.06	11.25
74		**10.05**	2.15	12.13	5.55	f **1.05**	1.33	1038.5		CURVO 2.5	109.8	5.26	f 3.14	**1.05**		**10.05**	6.54	11.10
75		10.20	2.30	12.24	6.10	f 1.15	1.39	1041.0		D SIBYL 2.9	107.3	5.20	f 3.09	12.52		9.50	6.42	11.00
75		10.35	**3.03**	**12.40**	**6.30**	f 1.25	1.46	1043.9		TULLY 3.4	104.4	5.14	f **3.03**	**12.40**		9.30	**6.30**	10.44
75 W		10.50	3.30	12.55	6.40	f 1.35	1.52	1047.3		OCHOA 3.5	101.0	5.07	f 2.57	12.22		9.20	6.14	10.33
74		11.05	3.50	1.10	6.50	f 1.45	1.59	1050.8		LANCHA 3.1	97.5	5.00	f 2.51	12.08PM		9.10	6.00	10.22
North 77 South 78 PY		11.20	4.10	1.25	7.10	f 1.55	2.06	1053.9		DN **DRAGOON** 4.4	94.4	4.53	f 2.45	11.54		9.00	5.46	10.10
74		11.35	4.30	1.45	7.25	f 2.06	2.12	1058.3		MANZORO 5.6	90.0	4.44	f 2.35	11.34		8.35	5.27	9.50
79		11.50	4.45	2.25	7.40	s 2.25	2.19	1063.9		D **COCHISE** 5.7	84.4	4.32	s 2.25	11.10		8.15	5.00	9.37
74		12.05AM	5.00	2.50	7.58	f 2.37	2.26	1069.6		HADO 5.1	78.7	4.24	f 2.17	10.42		8.00	4.38	8.40
81 W		12.30	5.20	3.40	**8.20**	s 2.48	f 2.36	1074.7		DN WILLCOX 4.7	73.6	**4.16**	s 2.08	10.20		7.40	**4.16**	**8.20**
73		12.46	5.35	4.00	8.34	f 2.58	2.42	1079.4		DRURY 3.2	68.9	4.08	f 1.56	9.58		7.15	3.47	7.45
West 56 East 52 Y		1.18	5.50	4.15	8.46	f 3.04	2.49	1082.6		D RASO 5.1	65.7	4.03	f 1.50	9.44		7.05	3.28	7.35
76		1.35	6.05	4.30	8.58	f 3.16	**2.55**	1087.7		ALRICH 3.3	60.6	3.47	f 1.40	9.22		6.45	**2.55**	7.15
74		1.42	**6.30**	4.40	**9.06**	f 3.23	3.01	1091.0		LUZENA 3.5	57.3	3.39	f 1.32	**9.06**		**6.30**	2.40	7.00
75		1.50	6.45	4.50	9.15	f 3.32	3.06	1094.5		CHOLLA 3.9	53.8	3.29	f 1.23	8.48		6.15	2.28	6.45
West 84 WF East 45 YPO	**8.10**AM	**2.10**	7.20	5.05PM	9.40	s **3.50**	**3.18**	1098.4		DN-R **BOWIE** 4.2	49.9	s **3.18**	1.15 s 1.08	**8.10**	**3.45**PM	6.00	**2.10**	6.30AM
75	8.26	2.25	7.40		9.50	f 3.59	3.24	1102.6		HOLT 4.0	45.7	3.04	f12.59	7.50	3.20	5.42	1.40	
75	8.42	2.35	7.55		9.58	f 4.06	3.30	1106.6		OLGA 3.6	41.7	2.58	f12.53	7.30	3.05	5.31	1.20	
75	8.56	**2.52**	8.05		10.06	f 4.13	3.36	1110.2		KARRO 4.0	38.1	**2.52**	f12.47	7.12	2.46	5.20	1.02	
75 WFY	9.12	3.18	8.20		10.25	s 4.20	3.42	1114.2		DN SAN SIMON 3.4	34.1	2.46	s12.40	6.54	2.26	5.08	12.50	
75	9.25	3.30	8.37		10.40	f 4.29	3.48	1117.6		BAWTRY 4.2	30.7	2.41	f12.33	6.38	2.08	4.56	12.40	
74	9.42	**3.55**	8.54		10.55	f **4.42**	**3.55**	1121.8		VANAR 3.2	26.5	2.35	f12.25	6.20	1.46	**4.42**	12.30	
83	9.56	4.20	9.08		11.10	f 4.51	4.02	1125.0		CAVOT 3.9	23.3	2.30	f12.18	6.00	1.26	4.16	12.12AM	
No.1 Track 83 No.2 Track 77 PY	10.14	4.45	9.37		11.30	f 5.05	4.12	1128.9		DN STEINS 3.8	19.4	2.20	f12.10	5.45	1.10	3.55	11.57	
74	10.26	**5.00**	9.52		11.40	f 5.12	4.17	1132.7		MONDEL 3.8	15.6	2.10	f12.01PM	**5.00**	12.18PM	3.30	11.14	
74	10.42	5.20	10.06		11.55	f 5.18	4.22	1136.5		CONRAD 4.3	11.8	2.03	f11.55	4.50	11.55	3.20	11.02	
75	10.58	5.40	10.25		12.20PM	f 5.26	4.28	1140.8		GARY 3.1	7.5	1.57	f11.47	4.40	11.29	3.05	10.53	
75	11.10	5.50	**10.45**		12.30	f 5.31	**4.33**	1143.9		PYRA 3.4	4.4	1.52	f11.42	**4.33**	11.10	2.55	**10.45**	
								1147.3		L. & H. CROSSING 1.0	1.0							
Yard WFYTP	**11.30**AM	6.05AM	11.30PM		12.47PM	s 5.40PM	4.40AM	1148.3		DN-R **LORDSBURG**	0.0	1.45AM	**11.35**AM	4.10AM	10.45AM	2.40PM	10.00PM	
	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily			(115.7)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily Ex. Sundays
	(3.20)	(8.35)	(9.50)	(5.20)	(7.37)	(4.55)	(3.20)			Total Time		(3.54)	(3.50)	(9.25)	(5.00)	(7.50)	(9.20)	(5.10)
	14.97	13.48	11.76	12.33	15.19	23.82	34.71			Average speed per hour		29.66	30.18	12.28	9.98	14.77	12.39	12.73

Westward trains are superior to trains of the same class in the opposite direction.

LORDSBURG SUBDIVISION.

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Length of siding, within clearances (number of cars). Location of Scales, Water, Fuel, Turning and Telegraphone Stations.		SECOND CLASS						FIRST CLASS		Distance from San Francisco	TIME TABLE No. 76 August 2, 1914	Distance from Rio Grande	FIRST CLASS			SECOND CLASS					
		244	416	242	414	412		2	102				1	101		241	413	243	411	415	
		San Francisco Manifest Freight	Local Freight	Los Angeles Manifest Freight	Local Freight	Freight		Californian	Sunset Limited				Californian	Sunset Limited		Los Angeles Manifest Freight	Local Freight	San Francisco Manifest Freight	Freight	Local Freight	
		Leave Daily	Leave Monday Wed., Friday	Leave Daily	Leave Tuesdays Thursdays Saturdays	Leave Daily		Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Mondays Wednesdays Fridays	Arrive Daily	Arrive Daily	Arrive Tuesday Thurs., Sat.	
Yard WFYTP		1.22PM	12.10PM	6.35AM		12.01AM		5.45PM	4.45AM	1148.3	DN-R **LORDSBURG** 4.7	144.6	s11.29AM	s 1.40AM		2.10PM		3.40AM	**10.15AM**	**10.25AM**	
79		**1.55**	12.32	6.50		12.20		f 5.53	4.52	1153.0	ULMORIS 6.0	139.9	f11.22	1.32		**1.55**		3.18	9.40	10.05	
75		2.10	1.04	7.10		12.40		f 6.01	5.00	1159.0	LISBON 5.4	133.9	f11.14	1.24		1.42		3.02	9.15	9.50	
60		2.25	**1.30**	7.30		**1.17**		f 6.11	5.10	1164.4	HAWKINS 3.6	128.5	f11.05	**1.17**		**1.30**		2.42	8.50	9.32	
76 W		2.50	1.48	7.50		1.47		f 6.17	5.16	1168.0	D SEPAR 5.8	124.9	f10.59	1.11		1.20		2.30	8.30	9.20	
60		3.05	2.14	**8.05**		**2.10**		f 6.25	5.24	1173.8	LADIM 5.8	119.1	f10.49	1.02		1.03		**2.10**	**8.05**	9.00	
79 P		3.20	2.42	8.20		2.25		f 6.35	5.31	1179.6	N WILNA 3.9	113.3	f10.41	12.54		12.35		1.50	7.35	8.43	
60		3.30	3.00	**8.30**		2.35		f 6.42	5.36	1183.5	QUINCY 5.0	109.4	f10.36	12.48		12.20		1.35	7.10	**8.30**	
81 W		3.40	3.22	8.45		3.00		f 6.50	5.43	1188.5	D GAGE 4.7	104.4	f10.28	12.40		12.05PM		1.20	6.50	8.12	
60		**3.50**	**3.50**	9.00		3.30		f 6.58	5.50	1193.2	MONGOLA 6.4	99.7	f10.20	12.31		11.48		1.02	6.20	7.56	
60		4.05	4.16	9.15		3.50		f 7.06	**5.58**	1199.6	TUNIS 3.7	93.3	f10.10	12.21		11.30		12.40	**5.58**	7.34	
60		4.15	4.28	9.30		4.05		f 7.11	6.03	1203.3	PARMA 3.4	89.6	f10.04	12.14		11.15		12.28	5.20	7.20	
										1206.7	E.P.&S.W.R.R.CROSSING 0.3	86.2									
										1207.0	E. P. & S. W. R. R. JCT. 1.0	85.9									
Yard POWY		4.40	4.55PM	**9.45** **10.00**	8.00AM	**4.50**		s 7.35	s 6.15	1208.0	DN **DEMING** 4.5	84.9	s 9.55	s**12.06AM**		11.00	2.20PM	**12.06AM**	**4.50**	7.05AM	
61		4.55		**10.35**	8.16	5.10		f 7.43	6.22	1212.5	LUXOR 6.4	80.4	f 9.40	11.51		**10.35**	1.40	11.32	4.00		
59		5.10		10.50	8.34	5.30		f 7.54	6.30	1218.9	CARNE 3.1	74.0	f 9.30	11.42		10.15	1.14	11.18	3.35		
4								f		1222.0	MIESSE (Spur) 3.7	70.9	f								
65 P		5.35		11.05	8.54	5.50		f 8.07	6.39	1225.7	MYNDUS 3.9	67.2	f 9.20	11.32		10.00	12.45	10.56	3.10		
60		5.45		11.20	**9.13**	6.00		f 8.14	6.44	1229.6	AKELA 4.3	63.3	f **9.13**	11.26		9.50	12.30	10.45	2.55		
75 PFW		6.05		11.38	**9.40**	6.15		f 8.23	6.50	1233.9	DN CAMBRAY 4.5	59.0	f 9.05	11.19		**9.40**	12.14PM	10.36	2.39		
75		6.20		**11.56**	9.52	6.35		f 8.32	6.57	1238.4	DONA 4.6	54.5	f 8.54	11.11		9.25	**11.56**	10.18	2.17		
75		6.35		12.15PM	10.06	**7.03**		f 8.39	**7.03**	1243.0	CHAPPEL 4.4	49.9	f 8.47	11.05		9.15	11.34	10.05	2.07		
85		6.50		12.34	10.18	7.20		f 8.48	7.10	1247.4	D ADEN 3.9	45.5	f 8.40	10.58		9.00	11.14	9.50	1.58		
80		7.05		12.50	10.28	7.35		f 8.55	7.15	1251.3	PRONTO 3.3	41.6	f 8.30	10.52		8.40	10.58	9.38	1.40		
61		7.33		1.05	10.38	7.45		f 9.01	7.20	1254.6	KENZIN 4.8	38.3	f **8.24**	10.46		**8.24**	10.40	9.26	1.20		
79		7.55		1.30	10.50	**8.00** **8.16**		f **9.10**	7.26	1259.4	N AFTON 5.3	33.5	f **8.16**	10.39		**8.00**	10.10	**9.10**	1.00		
60		8.10		1.45	11.05	9.00		f 9.20	**7.34**	1264.7	RUTTER 4.8	28.2	f 8.08	10.30		**7.34**	9.54	8.56	12.40		
76 PW		**8.42**		2.00	11.18	**9.30**		f 9.28	7.41	1269.5	D LANARK 5.0	23.4	f 8.00	10.23		6.57	**9.30**	**8.42**	12.25		
79		9.00		2.35	11.30	10.05		f 9.35	**7.49**	1274.5	VEVAY 5.2	18.4	f **7.49**	10.14		6.35	9.00	8.18	12.05AM		
77 YP		9.15		2.57	11.45	10.28		f 9.44	7.56	1279.7	Auto. Block Signals N STRAUSS 5.5	13.2	f 7.34	10.07		6.20	8.40	8.05	11.50		
80		9.30		3.10	12.01PM	10.48		f **9.58**	8.04	1285.2	LIZARD 4.2	7.7	f 7.23	**9.58**		5.55	8.25	7.47	11.30		
74		**9.50**		3.23	12.20	11.05		f10.10	**8.10**	1289.4	D ANAPRA 2.5	3.5	f 7.14	**9.50**		5.40	**8.10**	7.35	11.15		
										1291.9	BRICKLAND (Spur) 1.0	1.0									
		10.00PM		3.35PM	2.35PM	11.25AM		10.17PM	8.17AM	1292.9	**RIO GRANDE** (No Siding)	0.0	7.06AM	9.43PM		5.25AM	7.45AM	7.25PM	11.00PM		
		Arrive Daily	Arrive Monday Wed., Friday	Arrive Daily	Arrive Tuesdays Thursdays Saturdays	Arrive Daily		Arrive Daily	Arrive Daily		(144.6)		Leave Daily	Leave Daily		Leave Daily	Leave Mondays Wednesdays Fridays	Leave Daily	Leave Daily	Leave Tuesday Thurs. Sat.	
		(8.38)	(4.45)	(9.00)	(6.35)	(11.24)		(4.32)	(3.32)		Total Time		(4.23)	(3.57)		(8.45)	(6.35)	(8.15)	(11.15)	(3 20)	
		16.74	12.56	16.06	9.06	12.68		31.89	40.92		Average speed per hour		32.98	36.60		16.52	9.06	17.52	12.85	17.91	

Westward trains are superior to trains of the same class in the opposite direction.

Deming is register station for trains 413, 414, 415 and 416.

Eastward FROM SAN FRANCISCO

TIME TABLE
No. 76
August 2, 1914

TOWARD SAN FRANCISCO Westward

Length of Sidings within clearances (number of cars), location of Scales, Water, Fuel, Turning and Telegraphe Stations.	SECOND CLASS		FIRST CLASS		Distance from San Francisco		Distance from Nogales	FIRST CLASS		SECOND CLASS	
	484	482	14	12				13	11	481	483
	Local Freight	Local Freight	Local Passenger	Mexican Express				Local Passenger	Mexican Express	Local Freight	Local Freight
	Leave Mondays Thursdays	Leave Wednesdays Saturdays	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily Except Sunday	Arrive Daily	Arrive Tuesdays Fridays	Arrive Mondays Thursdays
WYFTOP		6.00AM	9.40AM		1032.6	DN-R **BENSON** 0.4	88.5	s 6.25PM		1.30PM	
					1033.0	E. P. & S. W. R. R. JCT. 0.8	88.1				
40		6.15	f 9.50		1033.8	N. M. & A. YARD 5.1	87.3	f 6.16		1.15	
15		6.40	f10.02		1038.9	KENNARD (Spur) 2.5	82.2	f 6.05		12.55	
			f		1041.4	LANDS CROSSING (No Siding) 4.1	79.7	f 5.56			
29		7.10	f10.15		1045.5	BIDDLE 4.8	75.6	f 5.45		12.30	
20					1050.3	E. P. & S.W. CROSSING 1.0	70.8				
50 W		7.55	s10.35		1051.3	D **FAIRBANK** 0.4	69.8	s 5.25		12.05PM	
					1051.7	E.P.& S.W.CROSSING 5.3	69.4				
17		8.20	f10.50		1057.0	BROOKLINE 5.5	64.1	f 5.02		11.30	
42		9.00	s**11.03**		1062.5	D HUACHUCA 4.7	58.6	s 4.50		**11.03**	
			f		1067.2	QUARRY (Spur) 3.8	53.9	f			
			f		1071.0	T. B. RANCH (No Siding) 2.8	50.1	f			
37 W		10.00	s11.33		1073.8	ELGIN 8.3	47.3	s 4.15		9.50	
40		10.35	s11.45		1082.1	SONOITA 6.3	39.0	s 3.50		9.20	
			f		1088.4	ASHBURN (No Siding) 3.6	32.7				
39 W		11.10	f12.15PM		1092.0	CRITTENDEN 3.1	29.1	f 3.25		8.45	
39		11.45	s12.25		1095.1	D PATAGONIA 4.9	26.0	s 3.13		8.20	
			f		1100.0	BLOXTON (No Siding) 2.0	21.1	f			
19		12.20PM	f12.45		1102.0	SANFORDS 3.9	19.1	f 2.50		7.30	
			f		1105.9	FULLER'S RANCH (No Siding) 5.1	15.2	f			
34 YP	3.15PM	**1.12**	s 1.12	12.35PM	1111.0	R **CALABASAS** 4.5	10.1	s 2.25	s 2.52PM	6.50	6.40AM
			f	f	1115.5	SAXTON (No Siding) 5.6	5.6	f	f		
Yard WFTOP	4.00PM	**2.00PM**	s 1.35PM	s12.55PM	1121.1	DN-R **NOGALES**	0.0	**2.05PM**	2.20PM	6.00AM	6.00AM
	Arrive Mondays Thursdays	Arrive Wed's. Saturdays	Arrive Daily Except Sunday	Arrive Daily		(88.5)		Leave Daily Except Sunday	Leave Daily	Leave Tuesdays Fridays	Leave Mondays Thursdays
	(0.45)	(8.00)	(3.55)	(0.20)		Total Time		(4.20)	(32)	(7.30)	(0.40)
	13.46	11.06	22.51	30.30		Average speed per hour		20.42	18 93	11.80	15.15

Westward trains are superior to trains of the same class in the opposite direction.

Exception: No. 12 is superior to No. 11.

No. 14 is superior to No. 13.

GILA SUBDIVISION.—(Continued.)

Eastward **FROM SAN FRANCISCO** | TIME TABLE No. 76 August 2, 1914 | **TOWARD SAN FRANCISCO** **Westward**

Length of sidings within clearances (number of cars), location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS								FIRST CLASS				FIRST CLASS	SECOND CLASS							
							484 Local Freight Leave Mondays Thursdays		12 Mexican Express Leave Daily	Distance from San Francisco	STATIONS	Distance from Calabasas	11 Mexican Express Arrive Daily		483 Local Freight Arrive Mondays Thursdays						
Yard WFTOP							11.30AM		10.20AM	983.9	DN-P TUCSON	56.2	s 4.55PM		10.15AM						
										984.7											
										986.9											
68							11.55		f10.35	989.9											
69							12.10PM		f10.45	993.8											
69							12.25		f10.55	998.6											
131 YW							1.05		s11.04	1002.4											
69							1.20		f11.14	1007.0											
69							1.35		f11.24	1012.1											
									f11.28	1013.6											
69							1.45		f11.34	1016.3											
									f	1019.1											
69							2.00		s11.45	1021.1	D										
68							2.15		f11.55	1025.6											
									f	1028.6	S										
68 W							2.25		f12.05PM	1029.6											
69							2.37		f12.15	1034.2											
68							**2.58**		f12.24	1037.4											
34 PY							3.10PM		s12.35PM	1040.1	R										
							Arrive Mondays Thursdays		Arrive Daily												
							(3.40) 16.53		(2.15) 24.97												

Westward trains are superior to tra

Exception: N

Form 2191

C. S.

TELEGRAM

Time Filed__________M

NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
		M		
NUMBER	RECD FROM	TIME RECEIVED	SENDER	RECEIVER
		M		

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office, must be entered in proper space in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

COPY

138.HU.DA.FE

Tucson, Nov.19, 1914.

G.F.R.,
S.F.

Started Motor car service trains 13 and 14 Benson Nogales same schedule as timecard 76 on Monday November 16th.

T.H.W.

230PM

SPECIAL RULES

Extra trains may pass and run ahead of second-class trains without orders to do so. Train and Enginemen must provide themselves with current G. H. & S. A. time table and supplements governing movements between Rio Grande and El Paso.

STANDARD CLOCKS.

Yuma, Patio, Gila, Benson, Tucson, Bowie, Lordsburg, Deming, San Simon, Nogales.

WATCH INSPECTORS.

Names, Location and Territory.

H. P. Smith Company, Yuma to Gila.
Greenwald & Adams, Gila to Lordsburg, including Tucson.
R. J. Dale, Tucson only.
R. E. Lomax Company, El Paso to Lordsburg.
C. E. Rubesch, Lordsburg only.
E. M. Mather, Nogales only.

BULLETIN BOARDS.

Yuma, Patio, Gila, Tucson, Benson, Lordsburg, Bowie, Deming.

CLEARANCE CARDS.

No train will leave Bowie, Benson or Deming without a Clearance Card Form 2643.

REGISTERING.

First class trains need not register, or make out check of train register Form 2529 at Patio, but will throw off register ticket Form 2588 for the operator, who will personally register in the proper place, but EASTWARD first-class trains must receive at Yuma or Patio a train order check of Register, which it will be permissible for operator at Patio to hand up by train order hoop; and failing for any reason to receive order must then stop at Patio and make out check of train register, Form 2529.

At registering stations on single track, or at end of double track when passing from single to double track, where trains are permitted to register as per rule 83-B, conductors and telegraphers, or telephone operators, must comply with rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Freight trains descending grades will stop at least ten minutes at Vanar, five minutes at Strauss, Sibyl, Fenner, Pantano, Esmond, Bosque, Sanfords, Crittenden and Huachuca, where trainmen will make careful examination of cars in train. In case any wheels are warm, retainers will be turned down on such cars, and turned up on others. In pulling out of these stations, trainmen will be careful to see that running inspection is made, and that brakes are fully released.

No freight trains must make a continuous run of over forty miles without making a stop of not less than five minutes to make careful examination of all cars in train. Freight trains eastward must stop not less than five minutes at Mescal and make careful inspection of all cars in train.

Relative to making air brake tests as outlined in rule 14 in book of rules governing air brakes—Freight trains in each direction make this test at Mescal, Dragoon, Steins, Sonoita and Estrella westward. Passenger trains are not required to make standing air brake test at summit of grades as referred to in rule 14, when train line has not been broken, the running test as covered by rule 11 being sufficient.

USE OF ''19'' AND ''31'' ORDERS.

Within automatic block signal limits the note under Rule 211 is modified as follows:

The use of ''31'' train orders will be discontinued except when orders are to be delivered to a train at a point not a telegraph station, restricting its superiority, in which case Rule 217 must be complied with, or when necessary to restrict a train that has been cleared, Rule 219 must be respected, or when issuing an order Form ''G,'' example 3; or when giving any train right over all trains; or when reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

The ''19'' order may be issued to superior train at points outside of block signal limits, restricting its superiority at points within block signal limits. When orders are issued to superior train within block signal limits restricting its superiority at a point outside of block signal limits, ''31'' form must be used.

Operators must retain carbon copy of clearance cards issued.

Before delivering orders to a train, whether inside or outside of automatic Block Signal Limits, operators will fill out clearance card, designating number of all orders for such trains and repeat train and order numbers as they appear on clearance card to dispatcher and obtain O. K. with time and Superintendent's initials and place same on clearance card in blank space provided therefore before delivery is made. Conductor and enginemen must not accept a clearance without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearances that are not issued to accompany orders, do not require O. K. and Superintendent's initials.

Dispatcher must write train and order numbers in train order book as repeated from the clearance by operator; also designated time clearance is O. K. The O. K. must not be given by dispatcher unless numbers designated on clearance card as repeated by operator correspond with all orders to be received by the train at that station.

When a ''19'' train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a ''stop'' before the delivery of the order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SIGNALS.

A—When the semaphore arm of westward home signal at east end of Patio is at stop, first class trains will send flagmen in advance immediately and wait one minute, then proceed under control. Second class trains will stop, sound call for signal (Rule 14 ''j'') and not proceed until signal from yardman is received.

B—Trains stopped by automatic block signal (except as noted in ''A'' and ''C'') will be governed by Rule 504, and when flagman has started ahead wait at least five minutes before proceeding.

C—When a train is stopped by an automatic block signal governing yards at Wellton, Sentinel, Gila, Maricopa, Red Rock, Benson or Bowie, wait one minute, then proceed under control not exceeding six (6) miles per hour to depot or next home signal, PROVIDED, main line is unobstructed between such points,

D—The block system must not be depended upon to protect train.

Within block signal limits, inferior trains are required to clear superior trains in same direction only ten minutes.

E. P. & S. W. R. R. trains and engines will use Southern Pacific tracks between Benson and E. P. & S. W. R. R. Junct. on Nogales Subdivision and between Deming and E. P. & S. W. R. R. Junct. on Lordsburg Subdivision.

Signals at crossing with E. P. and S. W. R. R. at mile 1206.7 and crossing with L. & H. R. R. 1 mile west of Lordsburg stand normally clear for S. P. trains.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

Note—All locomotives with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive		Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM—63$\frac{25-38}{28}$	320	4200 to 4211	40	
A—84$\frac{15-25}{28}$	110	3000 to 3009	77	48375 lbs.
A—79$\frac{15-25}{28}$	102	3016 to 3024	67	46445 "
A—81$\frac{20}{28}$	105	3025 to 3071	77	46380 "
T—69$\frac{21}{28}$	149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T—69$\frac{15\frac{1}{2}-26}{28}$	142	2291, 2294, 2297	62	41526 "
T—63$\frac{18}{30}$	78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
M—63$\frac{21}{28}$	155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779	58	45190 "
M—63$\frac{21}{28}$	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M—63$\frac{15-26}{28}$	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E—69$\frac{18}{24}$	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E—73$\frac{18}{24}$	63	1430 and 1432	61	27570 "
MC—57$\frac{26-40}{30}$	394	4000 to 4016	53	43050 "
MC—57$\frac{26-40}{30}$	398	4017 to 4028	53	43050 "
MC—57$\frac{26-40}{30}$	401s	4029 to 4043	53	43500 "
MC—57$\frac{26-40}{30}$	395s	4044 to 4048	53	43500 "
C—57$\frac{22}{30}$	180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

NOTE:—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

"SAFETY FIRST"

SPEED TABLE

This table is for the information of Engineers in determining speed per mile and must in no way conflict with rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6		23	2	36	33	1	49	43	1	23
12	5		24	2	30	34	1	45	44	1	21
15	4		25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3		30	2		40	1	30	50	1	12

SPEED RESTRICTIONS.

Speed of trains **EXCEPT AS LIMITED BY MAXIMUM SPEED PERMITTED LOCOMOTIVES** (See table) will be as follows:

Speed of passenger trains, including motor trains, is restricted to 50 miles per hour on main line; 35 miles per hour on Nogales Subdivision; 40 miles per hour between Tucson and Calabasas.

All Eastward trains reduce speed to 20 miles per hour over switch at Brickland.

Speed of freight trains is restricted to 25 miles per hour between Benson and Sonoita and between Calabasas and Nogales; to 30 miles per hour between Tucson and Calabasas; to 25 miles per hour between Sonoita and Patagonia and to 15 miles per hour between Patagonia and Calabasas; elsewhere on Division 35 miles per hour except as shown hereafter.

Westward out of Steins, Dragoon, Mescal and Estrella, and eastward out of Mescal and Dragoon, for the first three miles, no one mile shall be made in less than three minutes.

The speed of freight trains between Lordsburg and Strauss, and between Tucson and Estrella, will be thirty-five miles per hour, and between all other points on the division thirty miles per hour, except where otherwise restricted by special rule in time table.

Trains or engines must not exceed 10 miles per hour entering or leaving any turn-out, nor on any siding or other auxiliary track to main track.

Trains will not exceed the following speeds in miles per hour between points as listed below:—

Main Line	Passenger	Freight
Mile Post 749 to 749-B	40	25
660 Feet East 750-A to 751-G	30	20
754-G to 754-J	40	25
Mohawk to 794-A	35	25
1200 Feet East Mile Post 824 to 824-B	40	25
One Half Mile East 867-B to 870-A	30	20
1004-A to 1004-B	40	25
1005-E to 1010-E	30	20
Pantano to 1013-E	30	20
1016-D to 1018-B	30	20
900 Feet East 1020-C to 1020-E	40	25
1029-D to 1030-K	30	20
1036-C to Mile Post 1040	30	20
1200 Feet East 1044-B to 1045-B	30	20
1048-A to 1048-C	40	25
1050-D to 1050-E	40	25
1200 Feet East 1122-B to 2000 Feet West Mile Post 1123	40	25
1124-C to Steins	30	20
1283-A to 1284-B	45	30
Mile Post 1287 to 1200 Feet West 1287-B	45	30
1291-D to 1292-C	45	30
Nogales Subdivision.		
Bridge 1052-B—Bridge 1055-C	20	20
Mile Post 1085—Bridge 1088-A	20	20
Bridge 1097-C—Bridge 1109-A	20	15

GILA SUBDIVISION.—(Continued.)

Eastward	FROM SAN FRANCISCO			TIME TABLE No. 76 August 2, 1914			TOWARD SAN FRANCISCO	Westward
	SECOND CLASS	FIRST CLASS					FIRST CLASS	SECOND CLASS
Length of sidings within clearances (number of cars), location of Scales, Water, Fuel, Turning and Telegraphone Stations.	484 Local Freight Leave Mondays Thursdays	12 Mexican Express Leave Daily	Distance from San Francisco		STATIONS	Distance from Calabasas	11 Mexican Express Arrive Daily	483 Local Freight Arrive Mondays Thursdays
Yard WFTOP	11.30AM	10.20AM	983.9	DN-R	**TUCSON**	56.2	s 4.55PM	10.15AM
					0.8			
			984.7		T. & N. R. R. JCT.	55.4		
					2.2			
			986.9		E. P. & S. W. CROSSING	53.2		
					3.0			
68	11.55	f10.35	989.9		AGUIRRE	50.2	f 4.40	9.55
					3.9			
69	12.10PM	f10.45	993.8		XAVIER	46.3	f 4.33	9.45
					4.8			
69	12.25	f10.55	998.6		FELIX	41.5	f 4.23	9.30
					3.8			
131 YW	1.05	s11.04	1002.4		**SAHUARITA**	37.7	s 4.15	9.20
					4.6			
69	1.20	f11.14	1007.0		HARTT	33.1	f 4.05	8.40
					5.1			
69	1.35	f11.24	1012.1		MORALES	28.0	f 3.54	8.20
					1.5			
		f11.28	1013.6		HACKETT (Spur)	26.5	f 3.50	
					2.7			
69	1.45	f11.34	1016.3		CANOA	23.8	f 3.44	8.05
					2.8			
		f	1019.1		ARIVACA (No Siding)	21.0	f	
					2.0			
69	2.00	s11.45	1021.1	D	AMADO	19.0	s 3.34	7.50
					4.5			
68	2.15	f11.55	1025.6		CHAVEZ	14.5	f 3.24	7.35
					3.0			
		f	1028.6		SOTOS CROSSING (No Siding)	11.5	f	
					1.0			
68 W	2.25	f12.05PM	1029.6		TUBAC	10.5	f 3.15	7.25
					4.6			
69	2.37	f12.15	1034.2		OTERO	5.9	f 3.05	7.10
					3.2			
68	**2.58**	f12.24	1037.4		SILVA	2.7	f **2.58**	6.55
					2.7			
34 PY	3.10PM	s12.35PM	1040.1	R	**CALABASAS**	0.0	2.52PM	6.45 AM
	Arrive Mondays Thursdays	Arrive Daily			(56.2)		Leave Daily	Leave Mondays Thursdays
	(3.40)	(2.15)			Total Time		(2.03)	(3.30)
	16.53	24.97			Average speed per hour		27.41	16.05

Westward trains are superior to trains of the same class in the opposite direction.

Exception: No. 12 is superior to No. 11.

SPECIAL RULES

Extra trains may pass and run ahead of second-class trains without orders to do so. Train and Enginemen must provide themselves with current G. H. & S. A. time table and supplements governing movements between Rio Grande and El Paso.

STANDARD CLOCKS.

Yuma, Patio, Gila, Benson, Tucson, Bowie, Lordsburg, Deming, San Simon, Nogales.

WATCH INSPECTORS.

Names, Location and Territory.

H. P. Smith Company, Yuma to Gila.
Greenwald & Adams, Gila to Lordsburg, including Tucson.
R. J. Dale, Tucson only.
R. E. Lomax Company, El Paso to Lordsburg.

, or when necessary
has been cleared, Rule 219 must be respected, or when issuing an order Form "G," example 3; or when giving any train right over all trains; or when reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

The "19" order may be issued to superior train at points outside of block signal limits, restricting its superiority at points within block signal limits. When orders are issued to superior train within block signal limits restricting its superiority at a point outside of block signal limits, "31" form must be used.

Operators must retain carbon copy of clearance cards issued.

Before delivering orders to a train, whether inside or outside of automatic Block Signal Limits, operators will fill out clearance card, designating number of all orders for such trains and repeat train and order numbers as they appear on clearance card to dispatcher and obtain O. K. with time and Superintendent's initials and place same on clearance card in blank space provided therefore before delivery is made. Conductor and enginemen must not accept a clearance without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearances that are not issued to accompany orders, do not require O. K. and Superintendent's initials.

Dispatcher must write train and order numbers in train order book as repeated from the clearance by operator; also designated time clearance is O. K. The O. K. must not be given by dispatcher unless numbers designated on clearance card as repeated by operator correspond with all orders to be received by the train at that station.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a "stop" before the delivery of the order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SIGNALS.

A—When the semaphore arm of westward home signal at east end of Patio is at stop, first ill send flagmen in advance immediately and wait
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icopa, Red Rock, Benson or Bowie, wait one min-
not exceeding six (6) miles per hour to depot or
, main line is unobstructed between such points,
not be depended upon to protect train.
, inferior trains are required to clear superior
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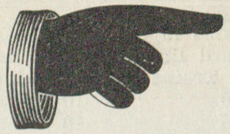
W. R. R. Junct. on Nogales Subdivision and be-
S. W. R. R. Junct. on Lordsburg Subdivision.
P. and S. W. R. R. at mile 1206.7 and crossing
f Lordsburg stand normally clear for S. P. trains.

H LOCOMOTIVES ARE COUNTERBALANCED.

ing exceptions, are counterbalanced for a speed in miles
nber of inches in diameter of driving wheels.

		ne Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
		) to 4211	40	
		) to 3009	77	48375 lbs.
		to 3024	67	46445 "
		to 3071	77	46380 "
		2287 to 2289, 295, 2296, 2298, 299	60	44330 "
		294, 2297	62	41526 "
		94, 2195, 2199, 03 to 2206	52	22750 "
		24, 1770, 1771, 1777, 1779	58	45190 "
M—$63\frac{21}{28}$	144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M—$63\frac{15-26}{28}$	144	1730, 1733, 1786, 1793, 1798, 1802	56	42000 "
E—$69\frac{18}{24}$	69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E—$73\frac{18}{24}$	63	1430 and 1432	61	27570 "
MC—$57\frac{26-40}{30}$	394	4000 to 4016	53	43050 "
MC—$57\frac{26-40}{30}$	398	4017 to 4028	53	43050 "
MC—$57\frac{26-40}{30}$	401s	4029 to 4043	53	43500 "
MC—$57\frac{26-40}{30}$	395s	4044 to 4048	53	43500 "
C—$57\frac{22}{30}$	180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "

NOTE:—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."



"SAFETY FIRST"

SPEED TABLE

This table is for the information of Engineers in determining speed per mile and must in no way conflict with rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
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8	7	30	22	2	43	32	1	52	42	1	25
10	6		23	2	36	33	1	49	43	1	23
12	5		24	2	30	34	1	45	44	1	21
15	4		25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3		30	2		40	1	30	50	1	12

SPEED RESTRICTIONS.

Speed of trains **EXCEPT AS LIMITED BY MAXIMUM SPEED PERMITTED LOCOMOTIVES** (See table) will be as follows:

Speed of passenger trains, including motor trains, is restricted to 50 miles per hour on main line; 35 miles per hour on Nogales Subdivision; 40 miles per hour between Tucson and Calabasas.

All Eastward trains reduce speed to 20 miles per hour over switch at Brickland.

Speed of freight trains is restricted to 25 miles per hour between Benson and Sonoita and between Calabasas and Nogales; to 30 miles per hour between Tucson and Calabasas; to 25 miles per hour between Sonoita and Patagonia and to 15 miles per hour between Patagonia and Calabasas; elsewhere on Division 35 miles per hour except as shown hereafter.

Westward out of Steins, Dragoon, Mescal and Estrella, and eastward out of Mescal and Dragoon, for the first three miles, no one mile shall be made in less than three minutes.

The speed of freight trains between Lordsburg and Strauss, and between Tucson and Estrella, will be thirty-five miles per hour, and between all other points on the division thirty miles per hour, except where otherwise restricted by special rule in time table.

Trains or engines must not exceed 10 miles per hour entering or leaving any turn-out, nor on any siding or other auxiliary track to main track.

Trains will not exceed the following speeds in miles per hour between points as listed below:—

Main Line	Passenger	Freight
Mile Post 749 to 749-B	40	25
660 Feet East 750-A to 751-G	30	20
754-G to 754-J	40	25
Mohawk to 794-A	35	25
1200 Feet East Mile Post 824 to 824-B	40	25
One Half Mile East 867-B to 870-A	30	20
1004-A to 1004-B	40	25
1005-E to 1010-E	30	20
Pantano to 1013-E	30	20
1016-D to 1018-B	30	20
900 Feet East 1020-C to 1020-E	40	25
1029-D to 1030-K	30	20
1036-C to Mile Post 1040	30	20
1200 Feet East 1044-B to 1045-B	30	20
1048-A to 1048-C	40	25
1050-D to 1050-E	40	25
1200 Feet East 1122-B to 2000 Feet West Mile Post 1123	40	25
1124-C to Steins	30	20
1283-A to 1284-B	45	30
Mile Post 1287 to 1200 Feet West 1287-B	45	30
1291-D to 1292-C	45	30
Nogales Subdivision.		
Bridge 1052-B—Bridge 1055-C	20	20
Mile Post 1085—Bridge 1088-A	20	20
Bridge 1097-C—Bridge 1109-A	20	15

SPECIAL RULES — Continued

Except as restricted on Page 9, the speed limit of trains in miles per hour within the limits of established yards as designated by yard limit boards is as follows:

	Passenger Trains	Other Trains
Patio	10	10
Gila	15	10
Maricopa	15	10
Tucson	15	10
Benson	15	10
Nogales	15	10
Bowie	15	10
Lordsburg	15	10
Deming	15	10

The eastern limit of Patio yard to which yard speed restriction applies, is lumber yard spur.

The eastern limit of Lordsburg yard to which yard speed restriction applies is east switch of train yard.

EXCEPTION TO SPEED LIMIT RULE.

Main Line Local trains (except between Lordsburg and Tucson) when hauled by mogul or smaller type of engine, may make a maximum speed of forty miles per hour where the maximum speed is thirty-five miles per hour.

Helper engines running forward light may make 25 miles per hour where speed limit of freight trains is 20 miles, in districts as indicated.

No train or engine may exceed a speed of six (6) miles per hour in Patio yard between the Colorado River and Third street.

Motor cars backing up must not exceed ten miles per hour in any yard and over highway crossings.

Speed on Brickland spur not to exceed 8 miles per hour.

No train or engine may exceed a speed of 20 miles per hour passing Casa Grande Depot and water tank. Keep very sharp lookout for stock at that Station.

No train or engine may exceed a speed of eight (8) miles per hour while passing any street crossing in Deming.

Engines running light must not exceed the maximum speed permitted freight trains unless otherwise directed. Maximum speed of any engine backing up is 25 miles per hour on Main Line, 15 miles per hour on branches.

USE OF RETAINERS.

On freight trains, retainers will be used on grades in accordance with Rules Nos. 46, 47 and 48, of "Rules and Regulations governing Air Brakes, Etc., Effective July 1st, 1909," as follows:

EASTWARD TRAINS:—From Mescal to Benson.
From Sonoita to Calabasas.
WESTWARD TRAINS:—From Steins to Vanar.
From Dragoon to Benson.
From Estrella to Gila.

Retainers will be used on other trains and under other conditions where in the judgment of the engine and train crew it is deemed necessary to vary from the above rules.

Where retainers are used the rate of speed of freight trains on any grade of over one (1%) per cent will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided.

Retainers must be turned up on one-half (or more if necessary) of all cars in all freight trains descending grade Mescal to Benson, Dragoon to Benson, Steins to Vanar, Estrella to Gila and Sonoita to Calabasas, but with trains containing a large number of heavy loads such as oil, lumber, etc., at least two-thirds of the retainers should be turned up, and more if necessary. With trains consisting entirely of such loads, all the retainers should be turned up. Trainmen must watch wheels closely to prevent overheating.

OVERHEAD STRUCTURES.

Below is a list of overhead structures on Tucson Division that do not clear man standing on top of high car:

MAIN LINE.

Bridge over San Pedro River.................Mile Post 1033.67—21′ 3″

NOGALES SUBDIVISION.

Bridge over San Pedro River.................Mile Post 1051.99—19′ 3″
" " Babacomari Creek................ " " 1055.31—20′ 6″
" " Babacomari Creek................ " " 1067.43—20′ 0″
" " Sonoita Creek.................... " " 1104.73—19′ 5″
" " Sonoita Creek.................... " " 1108.64—20′ 0″

"All employes are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury."

JUNCTION SWITCHES.

Main track switch of Nogales Subdivision at Calabasas will be set and locked for the Gila Subdivision diverging at that point.

Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Westward trains must stop and examine this switch before crossing. After any train has crossed, switch must be left set and locked for derail. No train must pass over this switch at a speed to exceed 6 miles per hour.

TONNAGE OF PASSENGER EQUIPMENT.

	Weight in Ms.	
	Wood	Steel
Baggage	75	88
Baggage, Mail and Express	66	93
Baggage and Passenger	54	
Buffet Cars	114	146
Business Cars	105	
Chair Cars	87	98
Coaches, First Class	71	92
Coaches, Second Class	47	
Dining Cars	128	146
Dynamo	94	105
Horse Express	81	
Motor Cars, Gasoline (55 ft.)		61
Motor Cars, Gasoline (70 ft.)		70
Motor Car Trailers (4 wheel)		19
Motor Car Trailers (8 wheel)		25
Observation Cars	122	150
Postal Cars (40 ft.)		77
Postal Cars (60 ft.)		110
Pullman Parlor Cars	121	
Pullman Standard Sleepers	128	150
Pullman Tourist Sleepers	94	143
Tea and Silk	48	

SURGEONS—TUCSON DIVISION.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Manager and Chief Surgeon	San Francisco, Cal.	All.
Drs. J. A. and E. B. Ketcherside	Yuma, Ariz.	Yuma and Mohawk.
Dr. L. H. Richards	Gila, Ariz.	Mohawk and Maricopa.
Dr. H. W. Fenner, Division Surgeon	Tucson, Ariz.	Maricopa and Pantano.
Dr. A. W. Olcott, Assistant Surgeon	Tucson, Ariz.	" " "
Dr. C. S. Powell	Benson, Ariz.	Pantano, Dragoon and Huachuca
Dr. W. F. Chenoweth	Nogales, Ariz.	Huachuca and Nogales
Dr. J. C. Wilson	Willcox, Ariz.	Dragoon and San Simon.
Dr. M. M. Crocker	Lordsburg, New Mex.	San Simon and Wilna
Dr. S. D. Swope	Deming, New Mex.	Wilna and Aden.
Dr. H. H. Stark, Oculist and Aurist	El Paso, Tex.	All
Dr. R. L. Ramey, District Surgeon	" " "	Aden and El Paso.
Dr. G. N. Thomas, Asst. Surgeon	" " "	" " " "

LOCATION HOSPITAL STRETCHERS.

Yuma
Gila
Maricopa
Tucson
Benson
Bowie
Lordsburg
Deming

HOSPITALS.

General Hospital, S. P. Hospital, San Francisco, Cal. **Division Hospital, St. Mary's Hospital, Tucson, Ariz.**

NOTE:—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

MISCELLANEOUS RULES.

Conductors of all Eastward freight trains, will (when no operator on duty) call Dispatcher's office at Tucson, on phone in booth located near west end of Pantano siding, and ascertain if any orders for his train. Phone call for Dispatcher's office is four long rings.

While cars or engines are rounding curve on Brickland spur, employes must not get off or on, or hang on or lean from sides of cars or engines, on inside of curve account projecting rocks and pier of bridge.

Engines must, in every instance, be cut off from freight trains of over 20 cars before taking water.

Train crews will, after stopping at Benson, set a sufficient number of hand brakes to secure their trains without doubt; and any car set out at this point will also be secured without fail.

Trains entering sidings or other tracks, will do so under control and see and know the track is clear. Responsibility for collision with cars under such circumstances is placed upon the entering train.

Derailing switch in main track on west side of Sixth Avenue crossing, Tucson, must be set for derail at all times, except when trains or engines are to pass. Trains or engines desiring to pass over this switch, must sound one long and one short blast of the whistle, as signal to flagman at crossing to throw switch.

Cars must not be placed within 100 feet of any street crossing or road crossing over our tracks.

All trains and engines must be brought under control a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson yard, and be prepared to stop, if necessary, to avoid striking cars on this crossing.

All westward trains will move under flag from Lead Switch Patio Yard east of Second Street, town of Yuma, to the passenger station at Yuma.

At Patio between crossover east of car repair track switch and west switch Patio yard, the north track will be used as S. P. Co. main track, because the south track between crossover referred to and Yuma Valley Railroad Junction is used as Yuma Valley R. R. main track.

Between Colorado River Bridge and Fourth Street, Patio, use of locomotive whistles is prohibited except in emergency, eastward passenger trains calling for station semaphore and answering air signal when testing brakes.

When two passenger trains have a meet at Patio, the conductor of the westward train will hand to the conductor of the eastward train a copy of his register ticket.

Watch comparison must be registered at Yuma or Patio, according to whether orders are received at Patio or Yuma.

Engines of westward passenger trains must stop just east of the Colorado River Bridge.

When trains other than first class meet at Sentinel, westward trains will head in at the east switch West siding. Eastward trains will head in at the west switch East siding. The time of ALL WESTWARD trains will apply to EAST SWITCH WEST SIDING and of ALL EASTWARD trains to WEST SWITCH EAST SIDING.

Between Mescal and Benson eastward, Dragoon and Benson westward, Sonoita and Calabasas eastward and Steins and San Simon westward freight trains, tonnage must not exceed the average of 120 Ms per operative brake.

At terminals when trains are delayed beyond registered time of departure, conductors must wire correction message from first open telegraph office.

When trains have been cleared and are delayed more than fifteen minutes beyond the time set for departure, conductors must report to the dispatcher for further orders.

When water cars are handled next to engine in use, they are to be considered part of tender and should not be included in consist or tonnage report.

Freight conductors in charge of shipments of live stock must ascertain promptly points where it is desired that stock be fed or rested, and the information transmitted by wire jointly to the chief dispatcher and to the yardmaster at the next terminal.

Except locals, which have through water cars, all freight trains will use water car between El Paso and Cambray, setting same out on spur at that point where it must be picked up and taken to El Paso by first eastward freight train, unless otherwise instructed.

Westward freight trains must leave Maricopa with a full tank of water and a full water car which will run them to Sentinel in order to avoid taking water at Gila.

While coupling to or switching equipment containing passengers employes in charge of this work must see that all vestibule doors, traps and end gates are closed before cars are handled, or a trainman or a switchman must be stationed on car platform to which coupling is made.

At Maricopa, Lordsburg, Bowie and Deming movements of freight trains must be made in a manner to avoid any delays to passenger trains of other roads using these yards jointly with this company.

Except in work trains or in case of emergency cars will not be pushed ahead of engine between stations.

In making up three engine trains if one helper is coupled in train there must be behind it one-half of the helper's tonnage, and if two helpers are coupled in train there must be behind them the tonnage of one of the helpers except that helpers must always be coupled in ahead of rear end cars. The same applies to four engine trains.

RATING OF LOCOMOTIVES—TUCSON DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

CLASS		ENGINE NUMBERS	BOILER PRESSURE	PATIO to TUCSON	TUCSON to BENSON	BENSON to LORDSBURG	BENSON to LORDSBURG	LORDSBURG to RIO GRANDE	RIO GRANDE to DEMING	DEMING to LORDSBURG	LORDSBURG to BENSON	BENSON to TUCSON	TUCSON to PATIO
				With Helper	With Helper	With Helper	Single	Single	Single	Single	With Helper	With Helper	Single
E—69$\frac{18}{24}$	69	1390, 1393	165	1660	1660	1175	625	1480	1480	1630	1440	1270	1630
M—63$\frac{21}{28}$	144	1725 to 1769, 1780 to 1803	195	3575	3575	2500	1400	3125	3125	3435	3140	2860	3435
T—57$\frac{18}{24}$	86	2134 to 2153	160	1980	1980	1390	775	1740	1740	1905	1740	1580	1905
T—57$\frac{18}{24}$	83	2154 to 2169, 2171 to 2173	160										
T—69$\frac{20}{28}$	134	2274 to 2281	200	2940	2940	2065	1130	2595	2595	2855	2560	2310	2855
C—57$\frac{22}{30}$	187	2513 to 2599, 2752 to 2830	200	4300	4300	3000	1700	3745	3745	4115	3770	3470	4115
C—57$\frac{22}{30}$	184	2694 to 2751	200										
C—57$\frac{22}{30}$	178	2680 to 2693	200	4320	4320	3020	1720	3765	3765	4135	3810	3510	4135
TW—51$\frac{20}{26}$	120	2933, 2935, 2936	170	3130	3130	2195	1250	2730	2730	3000	2770	2550	3000
TW—51$\frac{20}{26}$	110	2954	160	2745	2745	1915	1085	2390	2390	2630	2400	2210	2630
A—79$\frac{15\text{-}25}{28}$	102	3016 to 3024	180	2300	2300	1625	835	2055	2055	2275	1950	1710	2275
A—81$\frac{20}{26}$	105	3025 to 3065	200	2425	2425	1700	880	2155	2155	2385	2050	1800	2385
M—63$\frac{20}{28}$	126	1701	190	2570	2570	1820	995	2240	2240	2475	2220	2040	2475
T—69$\frac{19}{24}$	105	2229	160	1960	1960	1380	740	1835	1835	1910	1690	1520	1910
T—69$\frac{21}{28}$	149	2290	200	3275	3275	2275	1275	2845	2845	3130	2830	2600	3130
T—63$\frac{22}{28}$	160	2353 to 2362	180	3465	3465	2410	1330	3025	3025	3325	2940	2700	3325
P—77$\frac{22}{28}$	141	2400 to 2437	200	3160	2170	2170	1175	2790	2790	3080	2710	2430	3080
				Helper 0.5 Patio to Ivalon Helper 1. Gila to Estrella.	Helper 1.0 Tucson to Mescal.	Helper 1. Benson to Dragoon and Simon to Steins.					Helper Bowie to Raso 2 miles East Cochise to Dragoon	Helper Benson to Mescal	
Allowance for empty or underloaded cars.		Less than 40 Ms 40 Ms to 50 Ms.		6 3	3 0	3 0	3 0	6 3	6 3	6 3	3 0	3 0	6 3

T. H. WILLIAMS,
Superintendent.

T. H. KRUTTSCHNITT,
Assistant Superintendent.

DISPATCHERS.

O. C. BIDDLE.
C. H. EVA.
W. E. JORDAN.

R. L. MASON.
W. M. FULLER.
LEROY FOSTER.

J. L. GLENN.
F. W. LIVESLEY.
E. R. STINSON.

TRAINMASTERS.

C. M. MURPHY, Lordsburg.
P. SLATER, Yuma.

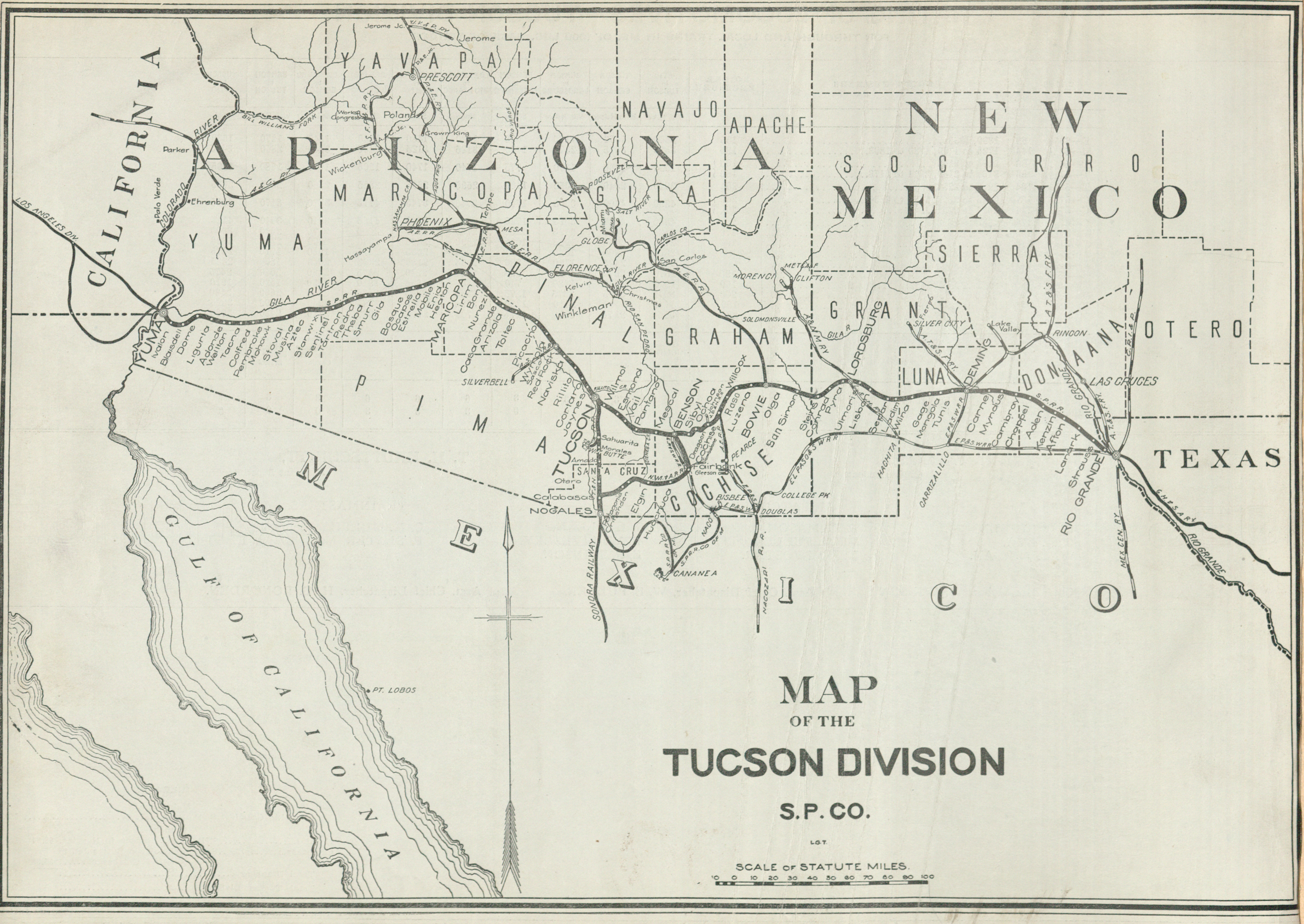
Chief Dispatcher, W. WILSON

Asst. Chief Dispatcher, W. E. FULLER.

Asst. Chief Dispatcher, H. G. BONORDEN.

MILEAGE.

Main Line.				
Yuma to Rio Grande	S. P. R. R.			560.72
Branches.				
Nogales	S. P. R. R.	Benson to Nogales.	88.84	
Calabasas	S. P. R. R.	Twin Buttes Jct. to Calabasas	55.39	
Total Branches				144.23
Total Tucson Division				704.95


CALIFORNIA
ARIZONA
NEW MEXICO
TEXAS
MEXICO
GULF OF CALIFORNIA
YAVAPAI
NAVAJO
APACHE
MARICOPA
GILA
YUMA
PINAL
PIMA
GRAHAM
COCHISE
SANTA CRUZ
SOCORRO
SIERRA
GRANT
LUNA
DONA ANA
OTERO
Jerome Jc.
Jerome
PRESCOTT
Congress
Poland
Crown King
Parker
Wickenburg
Palo Verde
Ehrenburg
PHOENIX
Tempe
MESA
Hassayampa
FLORENCE
Ray
Kelvin
Winkleman
Christmas
GLOBE
Miami
ROOSEVELT
San Carlos
MORENCI
METCALF
CLIFTON
SOLOMONSVILLE
SILVER CITY
Lake Valley
RINCON
LAS CRUCES
DEMING
LORDSBURG
YUMA
GILA RIVER
SALT RIVER
BILL WILLIAMS FORK
RIVER
COLORADO
LOS ANGELES DIV.
S.P.R.R.
Maricopa
Casa Grande
Picacho
Red Rock
SILVERBELL
TUCSON
Vail
Pantano
BENSON
Sibyl
Dragoon
Cochise
Willcox
BOWIE
San Simon
Fairbank
Gleeson
PEARCE
BISBEE
NACO
DOUGLAS
COLLEGE PK
Sahuarita
Amado
Calabasas
NOGALES
Elgin
CANANEA
SONORA RAILWAY
NACOZARI R.R.
HACHITA
CARRIZALILLO
EL PASO & S.W.R.R.
RIO GRANDE
A.T.&S.F.RY.
MEX. CEN. RY.
G.H.&S.A.RY.
PT. LOBOS

MAP
OF THE
TUCSON DIVISION
S.P. CO.

L.G.T.

SCALE OF STATUTE MILES

10 0 10 20 30 40 50 60 70 80 90 100